# I-40 Corridor Profile Study

## ARIZONA/CALIFORNIA STATE LINE TO JUNCTION I-17

**ADOT Work Task No. MPD 072C-14**

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## DRAFT WORKING PAPER 3: CORRIDOR VISION

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**PREPARED FOR:**

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# LIST OF ACRONYMS AND ABBREVIATIONS

| ABBREVIATION | NAME |
|---|---|
| ADOT | Arizona Department of Transportation |
| BNSF | Burlington Northern Santa Fe |
| FMPO | Flagstaff Metropolitan Planning Organization |
| MPD | Multimodal Planning Division |
| NACOG | Northern Arizona Council of Governments |
| I | Interstate |
| ITS | Intelligent Transportation Systems |
| LRTP | Long Range Transportation Plan |
| P2P Link | Planning to Programming Link |
| POE | Port-of-Entry |
| SR | State Route |
| WACOG | Western Arizona Council of Governments |

# 1 Introduction

## *1.1 Study Purpose*

The Arizona Department of Transportation (ADOT) is conducting corridor profile studies for nine strategic corridors in the State of Arizona. Interstate 40 (I-40) is one of those nine strategic corridors. The purpose of a corridor profile study is to provide insight and results to connect the strategic visions developed in Building a Quality Arizona (bqAZ) to performance-based planning and programming processes known as Planning to Programming Linkages (P2P Link) that satisfy both funding constraints and progress towards realizing the bqAZ vision. In support of this study purpose, the I-40 Corridor Profile Study, Arizona/California State Line to Junction I-17, will define and address current and future needs in the I-40 corridor using a study process that can be applied in other corridor profile studies to establish priorities for improving Arizona's strategic corridors.

This study, as well as other corridor profile studies, will be guided by processes developed in P2P Link. P2P Link is a performance–based approach to planning, programming, and financial decisions that ensure that available funds are used in the most productive way to meet overall transportation system performance objectives. The P2P Link connects the investment strategies of the State's Long-Range Transportation Plan to ADOT's Five-Year Construction Program. This connection ensures that the policy guidance in the long-range transportation plan is adhered to in improving the State transportation system.

## *1.2 Study Objectives*

Objectives of the I-40 Corridor Profile Study are:

**Collaborate with ADOT and others to maximize procedural consistency among all corridor profile studies.**

**Assess the existing performance of the corridor.** Existing corridor performance will be assessed using the performance measures developed in P2P Link to ensure consistency. Input from past studies, completed projects, and the current construction program will be reviewed to determine the track-record of corridor improvements and investment strategies over recent years.

**Establish a performance-based vision for the corridor**. The corridor will be defined in terms of future performance objectives that will serve as a "vision" to guide corridor preservation, modernization, and expansion.

**Determine the health of the corridor and identify performance-based needs that must be addressed to achieve the corridor vision.** Existing performance will be compared with visionary performance targets to define corridor needs.

**Develop and evaluate solution sets and corresponding investment strategies that will lead to achieving corridor performance visions**. Corridor solution sets will be developed to advance the corridor toward its performance vision.

**Scope and prioritize solution sets and projects using criteria consistent with P2P Link and a risk assessment approach.** Project scoping is a critical step to transition from solution sets to project candidates. Project scoping will include appropriate emphasis on development issues and life-cycle costing to ensure that recommendations are ready to be considered in a risk assessment framework before being considered as candidates for P2P selection and priority processes.

**Document study procedures, measures, criteria, and relationships with the P2P Link to serve as guidance for future profile studies.** A well-documented process will be a key requirement for creating consistency between the nine corridor studies and P2P Link selection and priority procedures.

## *1.3 Study Location and Corridor Segments*

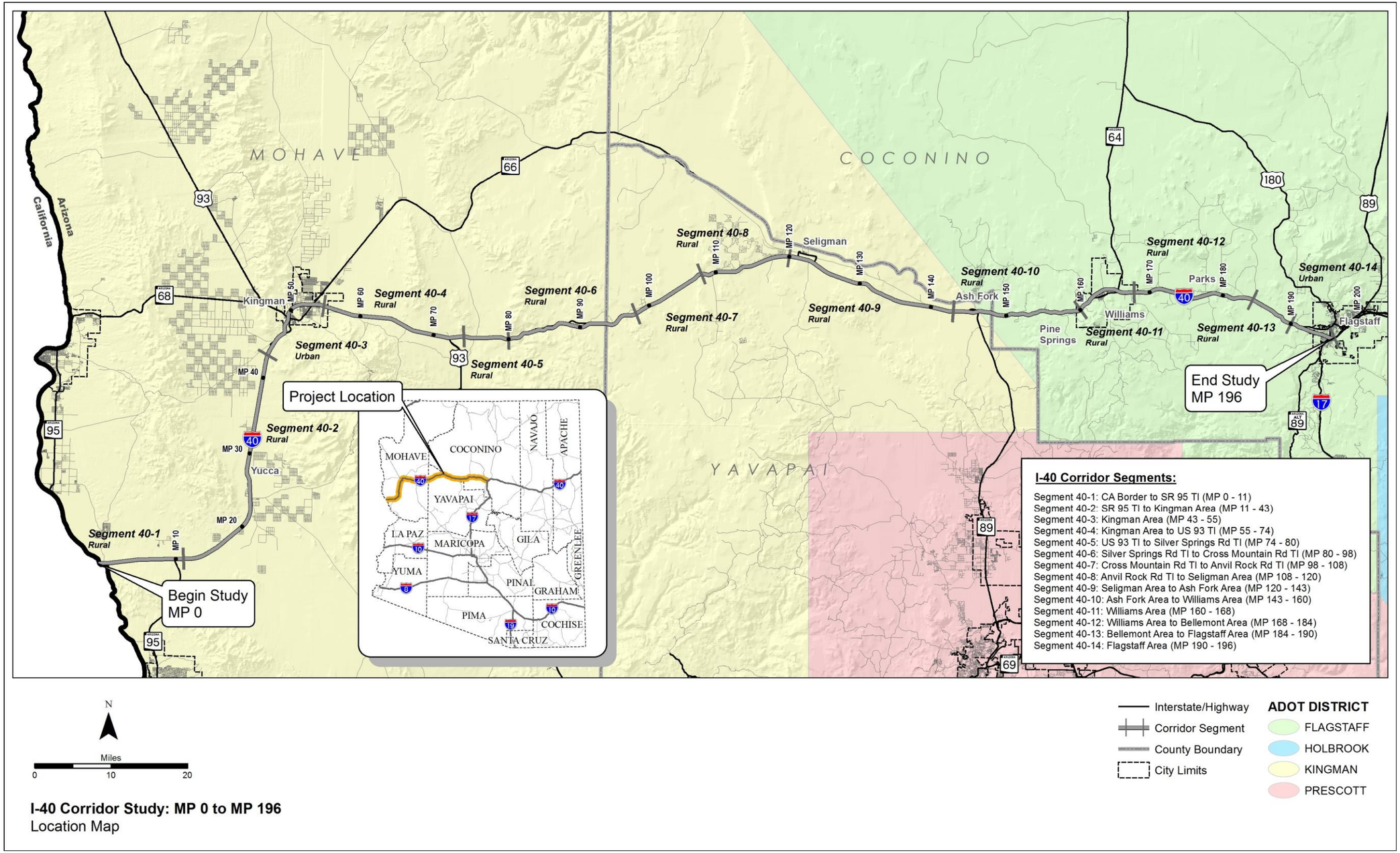
The location of the I-40 Corridor Profile Study is illustrated in **Figure 1**. The corridor study limits extend from milepost 0 at the Arizona/California state line to milepost 196, east of the I-40/I-17 freeway interchange. **Figure 1** also shows the fourteen corridor segments within the corridor study limits that are further described in **Table 1**.

**Table 1: I-40 Corridor Segments**

| Segment Number | Begin Milepost | End Milepost | Length (miles) | Description |
|---|---|---|---|---|
| **40-1** | 0 | 11 | 11 | Topock, SR 95, Lake Havasu |
| **40-2** | 11 | 43 | 32 | Yucca, Chrysler Arizona Proving Ground |
| **40-3** | 43 | 55 | 12 | Kingman, US 93 |
| **40-4** | 55 | 74 | 19 | Blake Ranch, I-40/US 93 |
| **40-5** | 74 | 80 | 6 | Silver Springs |
| **40-6** | 80 | 98 | 18 | Willow Creek |
| **40-7** | 98 | 108 | 10 | Jolly Rd |
| **40-8** | 108 | 120 | 12 | Anvil Rock |
| **40-9** | 120 | 143 | 23 | Seligman, Route 66 |
| **40-10** | 143 | 160 | 17 | Ash Fork, SR 89, Pine Springs |
| **40-11** | 160 | 168 | 8 | Williams, SR 64 |
| **40-12** | 168 | 184 | 16 | Parks |
| **40-13** | 184 | 190 | 6 | Bellemont |
| **40-14** | 190 | 196 | 6 | West Flagstaff |

## *1.4 Working Paper 3 Overview*

The purpose of Working Paper 3 is to document the corridor vision and quantify performance-based goals and objectives for the I-40 corridor within the study limits. The vision provides a framework for establishing goals and objectives in the five performance areas used to characterize the health of the I-40 corridor: pavement, bridge, mobility, safety, and freight. The product of Working Paper 3 is the development of performance goals and objectives against which baseline performance can be evaluated. Differences between baseline performance and performance goals and objectives provide the framework for defining corridor needs in the investment areas of preservation, modernization, and expansion.




**I-40 Corridor Study: MP 0 to MP 196**
Location Map

**Figure 1: Location Map and Corridor Segments**

# 2 Corridor Functionality

## *2.1 National Context*

With a length of approximately 2,560 miles, Interstate 40 (I-40) is the third-longest Interstate Highway in the United States. Its western terminus is I-15 in Barstow, California and its eastern terminus is U.S. Route 117 in Wilmington, North Carolina. I-40 intersects with eight of the nation's 10 north-south interstates and provides access to 8 states and many major U.S. cities including Raleigh, North Carolina; Nashville, Tennessee; Memphis, Tennessee; Oklahoma City, Oklahoma; and Albuquerque, New Mexico. Between Oklahoma City and Barstow, I-40 parallels or overlays the historic U.S. Route 66. Segments of I-40 parallel the Burlington Northern Santa Fe (BNSF) Southern Transcon (transcontinental) mainline and Amtrak railroads.

## *2.2 Regional Connectivity*

I-40 is Arizona's northernmost continuous east/west transportation corridor, stretching beyond Arizona's border with California and New Mexico. The connectivity that I-40 provides attracts commercial/truck, inter-city, commuter, recreational, and out-of-state through traffic. Within the corridor study limits, I-40 offers connections to State and U.S. highways including State Route 95 (SR-95), U.S. 93, SR-66, SR-89, SR-64, and I-17. These highways provide access to tourist attractions, Native American reservations, and other Arizona cities. Arizona communities that are linked by I-40 include Topock, Yucca, Seligman, Ash Fork, Pine Springs, Williams, Parks, Bellemont, and the two largest cities along the corridor: Kingman and Flagstaff.

## *2.3 Commuter Traffic*

A majority of the commuter traffic along I-40 occurs within the urbanized areas of Kingman and Flagstaff. These areas are economic centers along what is considered mostly a rural interstate. According to the most recent traffic volume data maintained by ADOT, traffic volumes range from approximately 12,000 vehicle per day in rural areas to 33,000 vehicles per day near Kingman.

Per the 2011 American Community Survey data from the US Census Bureau, 78% of the workforce in northern Arizona relies on a private vehicle to get to work. The average commute travel time for commuters from small rural communities such as Parks and Williams is 20-33 minutes. The smaller communities along I-40 have a high percentage of workers commuting to larger cities, such as Flagstaff or Kingman.

## *2.4 Recreation Travel*

I-40 provides access to many northern Arizona attractions such as national and state parks, environmental preserves, and other recreational activities. Tourist attractions near Flagstaff include Arizona Snowbowl and Sunset Crater Volcano National Monument. The Grand Canyon National Park, approximately 60 miles north of I-40, is accessible from I-40 via U.S.180 or SR-64 and is one of the most visited attractions in Arizona, with nearly 5 million visitors each year. Other recreational destinations accessible from I-40 include Sedona (via SR-89), Lake Havasu (via SR-95), Las Vegas (via U.S. 93), and Phoenix (via U.S. 93 and I-17).

## *2.5 Commercial/Truck Traffic*

I-40 is experiencing increasing freight flows from both domestic and international sources. The corridor's location facilitates commercial freight flow between major Pacific coast ports and mid-western U. S. regions. According to the *AADT & KDT Report for Year 2013*, average daily truck volumes on I-40 range from approximately 1,500-9,500 trucks per day, which corresponds to 15%-45% of the total traffic stream. I-40 segments within the vicinity of Kingman and Flagstaff experience particularly high commercial/truck activity. Kingman and Flagstaff are identified as key regional trade, service, and distribution centers of northern Arizona with their strategic location relative to Los Angeles, Las Vegas, and Phoenix.

The Topock Port-of-Entry (POE) facility is located on I-40 approximately 4 miles east of the California border. The facility performs inspections and other duties to enforce state and federal laws for commercial vehicles. Per the 2013 *Arizona POE Study*, the Topock POE experienced an annual inbound traffic volume of 557,351 vehicles in 2011.

The BNSF Southern Transcon mainline runs parallel to I-40 across Arizona. BNSF transports approximately 150 million gross tons annually. It is estimated that the BNSF mainline carries approximately 120 trains a day, with 90% of its rail traffic classified as Intermodal.

## *2.6 Multimodal Opportunities*

The I-40 corridor provides limited access to other modes of transportation. Fixed route and demand-responsive transit services are typically available only in the region's larger urbanized areas, namely Kingman and Flagstaff.

Private transportation services exist on a limited basis. These services do not serve the typical day-to-day commuter population but are primarily for recreational activities with the potential for business-related and special needs trips. The private transportation companies provide daily shuttle services mainly between Flagstaff and Williams with other nearby destinations. Other shuttle services also provide door-to-door transportation services from the Flagstaff airport to destinations reaching Laughlin and Las Vegas in Nevada. Typically, these services provide three daily shuttle trips during the peak season.

Intercity transportation services that exist on the I-40 corridor include Amtrak and Greyhound. Along the corridor, the existence of the BNSF mainline rail infrastructure provides intercity rail travel opportunities via Amtrak. Amtrak stations exist in both Flagstaff and Williams and provide access to destinations including Los Angeles and Chicago. Greyhound has transit stations in Flagstaff and Williams and offer daily intercity bus service to various major destinations, including Las Vegas, Albuquerque, and Phoenix. The Grand Canyon Railway has a depot in Williams and provides train service for tourists to the Grand Canyon.

A number of airports are located within the vicinity of the I-40 corridor. The larger airports include the Flagstaff-Pulliam Airport (south of Flagstaff), Williams Municipal Airport, and Kingman Airport. The Flagstaff-Pulliam Airport is owned and operated by the City of Flagstaff and offers commercial and general aviation services. The Williams Municipal and Kingman airports provide general aviation services.

Opportunities for bicycle and pedestrian travel are limited on I-40. Pedestrians are prohibited on the I-40 mainline. Bicycle traffic is permitted on the I-40 mainline shoulder. Alternate mode transportation facilities are being planned and implemented in some communities along the I-40 corridor in response to regional and small area transportation plans.

### *2.7 Land Use, Ownership, and Jurisdictions*

As shown in Error! Reference source not found., the corridor traverses multiple jurisdictions and land holdings located in three Arizona counties: Mohave, Yavapai, and Coconino. A majority of the land on the western end of I-40 (west of Kingman) is owned by the Bureau of Land Management with a small area of land ownership by the U.S. Fish and Wildlife Service along the Colorado River. The central section of I-40 between Kingman and Ash Fork is principally Arizona State Trust Land with pockets of private land. The eastern end of I-40 (west of Flagstaff) is principally owned by the U.S. Forest Service or U. S. Military or is State Trust Land.

### *2.8 Population Centers*

Population centers of various sizes exist along the I-40 corridor. Error! Reference source not found. provides a summary of the 2010 U. S. Census populations for communities along I-40. In comparison to 2000 population estimates, Kingman and Flagstaff have recorded the highest growth in population with increases of 34% and 25%, respectively.

Strong growth in population is expected to continue in Flagstaff and Kingman. According to the Arizona State Demographer's Office, the Flagstaff population is forecasted to reach 81,994 in 2030, which represents 24% growth compared to the 2010 population, while the Kingman population is forecasted to reach 39,847 in 2030, which represents 42% growth compared to the 2010 population.

### *2.9 Major Traffic Generators*

The cities of Flagstaff and Kingman are major traffic generators in the region. Both are regional centers for commercial traffic with connectivity to other U.S. and State highways, which results in high truck traffic volumes. Flagstaff and Williams act as a gateway to the Grand Canyon while Kingman acts as a gateway to Las Vegas. Other Flagstaff area traffic generators include Northern Arizona University (NAU), Arizona Snowbowl, an airport, medical facilities, and retail shopping areas. Other Kingman area traffic generators include an airport, medical facilities, and retail shopping areas.

**Table 2: Population Growth along the I-40 Corridor**

| Community | 2000 Population | 2010 Population | % Change |
|---|---|---|---|
| **Flagstaff** | 52,904 | 65,870 | 25% |
| **Kingman** | 20,903 | 28,068 | 34% |
| **Williams** | 2,842 | 3,023 | 6% |
| **Seligman** | 456 | 445 | -2% |
| **Ash Fork** | 457 | 396 | -13% |

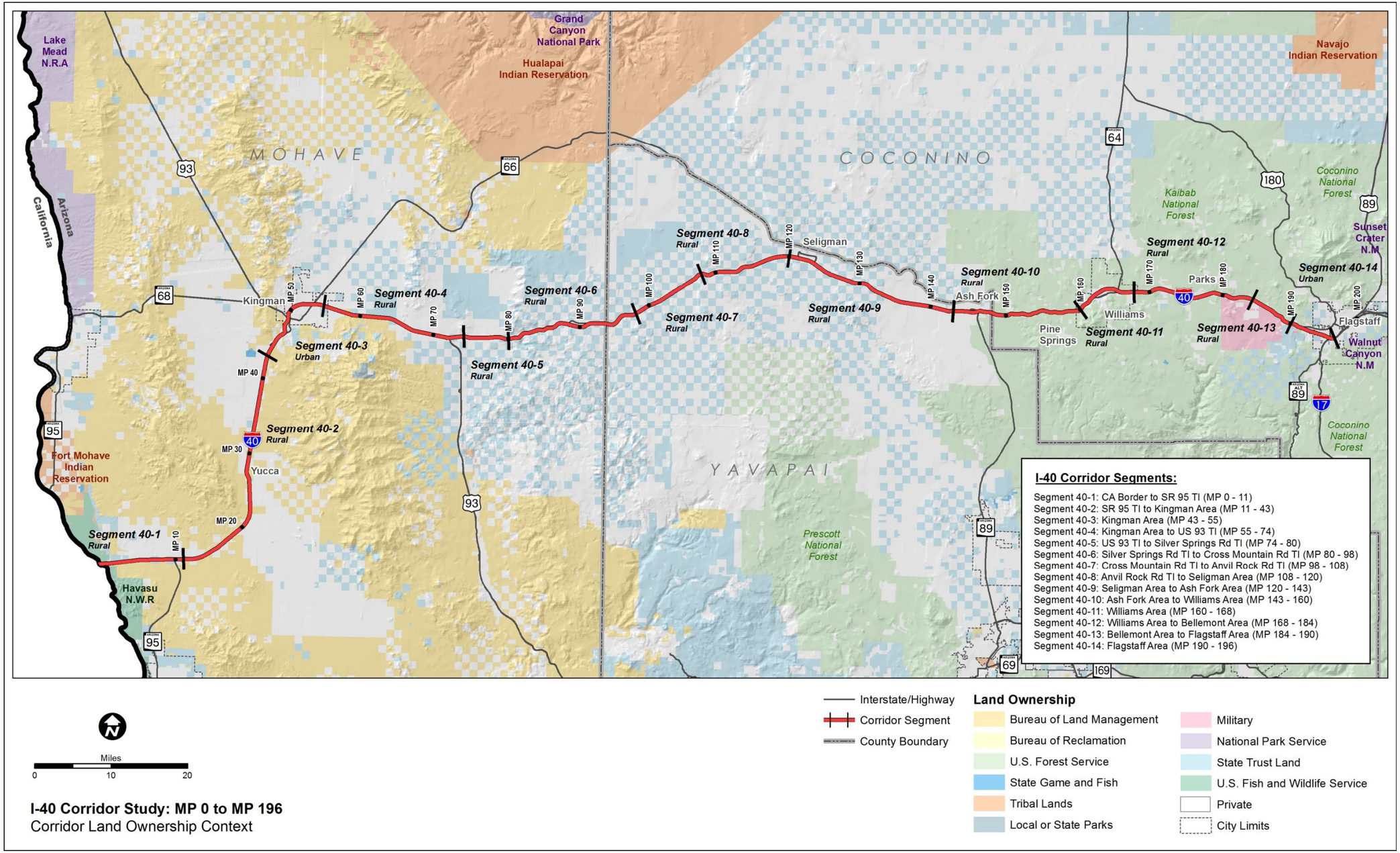



**Figure 2: Corridor Land Ownership Context**

# 3 Corridor Vision

Using the corridor functionality described in **Chapter 2** of this Working Paper, the following corridor vision statement was developed and presented to representatives of the ADOT Kingman and Flagstaff districts, the Flagstaff Metropolitan Planning Organization (FMPO), the Western Arizona Council of Governments (WACOG), and the Northern Arizona Council of Governments (NACOG):

> *Interstate 40 (I-40) from the Arizona/California State Line to Junction I-17 is and will continue to be a major transportation corridor for intrastate and interstate commerce, intercity travel, and tourism. I-40 is designated by ADOT as a strategic highway corridor, a key commerce corridor, and part of the National Primary Freight Network. The safe and reliable movement of people, vehicles, and goods, and the maintenance of corridor infrastructure, including pavement and bridges, are high priorities for I-40. Within the urbanized areas of Flagstaff and Kingman, the I-40 corridor will serve as a route for daily commuters and intrastate/interstate travel in and through the urbanized areas. As these urbanized areas grow in the future, highway capacity, safety, and multimodal opportunities will become higher priorities to minimize the adverse impacts of urban area traffic congestion.*

Agency representatives generally supported the vision statement and agreed that the performance areas of Pavement, Bridge, and Safety were emphasis areas. One agency questioned the need for a corridor-specific vision statement given the importance of all strategic corridors in the state of Arizona. Additional detail on agency feedback on the corridor vision statement is provided in **Chapter 5** of this Working Paper.

# 4 Performance Goals and Objectives

## *4.1 Statewide Performance Goals*

The ADOT Long-Range Transportation Plan, 2010-2035 established the statewide goals and performance measures shown in **Table 3**:

**Table 3: Statewide Plan Goals and Performance Measures**

| Statewide Plan Goals | Statewide Performance Measures |
|---|---|
| Improve Mobility and Accessibility | Congestion, speed, and travel delay |
| Preserve and Maintain the State Transportation System | Pavement and bridge deficiencies; Maintenance spending |
| Support Economic Growth | Congestion, speed, travel delay, and resources available for economic initiatives; Job growth/job retention |
| Link Transportation and Land Use | Congestion, speed, travel delay, and improved access management |
| Consider Natural, Cultural, and Environmental Resources | Change in vehicle-related emissions, level of environmental certification |
| Enhance Safety and Security | Fatalities and serious injuries |
| Strengthen Partnerships | N/A – Focus on implementation policies |
| Promote Fiscal Stewardship | N/A – Focus on implementation policies |

Of the statewide performance goals contained in the Long-Range Plan, the following were identified as being most relevant to the ADOT Corridor Profile Studies' performance framework areas:

- Improve mobility and accessibility (relevant to the Mobility and Freight performance areas)
- Preserve and maintain the system (relevant to the Pavement and Bridge performance areas)Support economic growth (relevant to the Mobility and Freight performance areas)
- Enhance safety and security (relevant to the Safety performance area)

Agency representatives generally supported the statewide performance goals and the relationship of each to the five performance areas of the Corridor Profile Studies. Additional detail on agency feedback on the performance goals is provided in **Chapter 5** of this Working Paper.

## *4.2 Corridor Performance Goals*

Corridor performance goals for I-40 were developed based on the four previously listed relevant statewide goals and agency input. The corridor performance goals are:

- Maintain acceptable levels of pavement ride quality for all corridor users (relevant to the Pavement performance area)
- Reduce the number of structurally deficient bridges (relevant to the Bridge performance area)
- Reduce current and future congestion (relevant to the Mobility performance area)
- Improve travel reliability in urban areas and for intrastate and interstate travel (relevant to the Mobility performance area)
- Increase modal choice (relevant to the Mobility performance areas)
- Improve travel reliability for truck commerce including oversize truck loads (relevant to the Freight performance area)
- Reduce fatal and serious injury crashes by mitigating conditions that contribute to these crashes (relevant to the Safety performance area)

Per agency input, the Pavement, Bridge, and Safety performance areas are considered "emphasis areas" for I-40 that warrant more attention and focus than the Mobility and Freight performance areas. As such, the I-40 corridor goals associated with the Pavement, Bridge, and Safety performance areas also warrant more attention and focus than the I-40 corridor goals associated with the Mobility and Freight performance areas.

## *4.3 Corridor Performance Objectives*

Working Paper 2 evaluated the overall corridor performance (as a weighted average by segment length) and individual segment performance in the five aforementioned areas of Pavement, Bridge, Mobility, Freight, and Safety. For each performance area, a primary measure known as the index was developed. Secondary measures were also developed for each performance area.

The primary and secondary performance measures were quantified where feasible. A scale for each performance measure was developed based on previously adopted ADOT thresholds, where applicable, or on statewide datasets. The scaling is split into three levels, each of which has an associated color. The scale levels are named "good" (green), "fair" (yellow), and "poor" (red), except that for measures based on a comparison to statewide averages (e.g., the Safety performance area), the levels are called "above average" (green), "average" (yellow), and "below average" (red). Some of the secondary measures are "hot spots" that cannot be readily quantified at a segment or overall corridor level, so no scaling was developed for "hot spots".

Taking into account the corridor performance goals and identified "emphasis areas", performance objectives were developed for each quantifiable performance measure that identify the desired level of performance based on the performance scale levels for the overall corridor and for each segment of the corridor. The performance objectives within each of the five performance areas are shown in **Table 4**. The colors shown in **Table 4** represent the corresponding level of performance as described earlier, with green indicating "good" or "above average" performance and yellow indicating "fair" or "average" performance. Good/above average performance is the desired level of performance for the overall corridor primary measure for performance areas designated as "emphasis areas".

## *4.4 Summary*

The vision, goals, and objectives for the I-40 corridor are summarized in **Table 5**. A preliminary draft version of this table was presented to representatives of the ADOT Kingman and Flagstaff districts, FMPO, WACOG, and NACOG for their input. Agency feedback on the corridor vision, goals, and objectives is summarized in Chapter 5 of this Working Paper.

## *4.5 Next Steps*

The next deliverable, Working Paper 4, will report the findings from a needs analysis that compares existing performance (based on the corridor and segment performance findings from Working Paper 2) with desired performance (based on the vision, goals, and objectives from Working Paper 3) to identify needed improvements. The needs analysis will take a detailed look at the available data sets for each of the primary and secondary performance measures (including the "hot spots").

### Table 4: Corridor Performance Objectives

| Performance Measure | Performance Objective |
|---|---|
| **Pavement Performance Area (Emphasis Area)** | |
| Pavement Index (weighted average) | Good |
| Pavement Index (segment) | Fair or Better |
| Directional Pavement Serviceability Rating (segment) | Fair or Better |
| Percent Pavement Area Failure (segment) | Average or Better |
| **Bridge Performance Area (Emphasis Area)** | |
| Bridge Index (weighted average) | Good |
| Bridge Index (segment) | Fair or Better |
| Bridge Sufficiency Rating | Fair or Better |
| Percent Deck Area on Functionally Obsolete Bridges | Average or Better |
| **Mobility Performance Area** | |
| Mobility Index (weighted average) | Fair or Better |
| Mobility Index (segment) | Fair or Better |
| Current Directional Peak Hour V/C (segment) | Fair or Better |
| Future V/C (segment) | Fair or Better |
| Directional Closure Frequency (segment) | Fair or Better |
| Directional Travel Time Index (segment) | Fair or Better |
| Directional Planning Time Index (segment) | Fair or Better |
| Percent Non-SOV Trips (segment) | Fair or Better |
| **Freight Performance Area** | |
| Freight Index (weighted average) | Fair or Better |
| Freight Index (segment) | Fair or Better |
| Directional Truck Travel Time Index (segment) | Fair or Better |
| Directional Truck Planning Time Index (segment) | Fair or Better |
| Closure Duration (segment) | Fair or Better |
| **Safety Performance Area (Emphasis Area)** | |
| Safety Index (weighted average) | Above Average |
| Safety Index (segment) | Average or Better |
| Percent SHSP Emphasis Area Behaviors for Fatal and Serious Injury Crashes (segment) | Average or Better |
| Percent Fatal plus Serious Injury Truck Crashes (segment) | Average or Better |

### Table 5: I-40 Corridor Vision, Goals, and Objectives

Interstate 40 (I-40) from the Arizona/California State Line to Junction I-17 is and will continue to be a major transportation corridor for intrastate and interstate commerce, inter-city travel, and tourism. I-40 is designated by ADOT as a strategic highway corridor and part of the National Primary Freight Network. The safe and reliable movement of people, vehicles, and goods, and the maintenance of corridor infrastructure, including pavement and bridges, are high priorities for I-40. Within the urbanized areas of Flagstaff and Kingman, the I-40 corridor will serve as a route for daily commuters and intrastate/interstate travel through the urbanized areas. As these urbanized areas grow in the future, highway capacity, safety, and multimodal opportunities will become high priorities to minimize the adverse impacts of urban area traffic congestion. Specific corridor goals and performance objectives are summarized in the following table.

| I-40 Corridor Goals and Performance Objectives | | | | |
|---|---|---|---|---|
| *Selected Statewide Long-Range Transportation Plan Goal* | *Corridor Profile Study Performance Area* | *Corridor Goal* | *Corridor Performance Measure* | *Performance Objective* |
| Preserve and maintain the system | Pavement | Maintain acceptable levels of pavement ride quality for all corridor users (EMPHASIS AREA) | Pavement Index (weighted average) | Good |
| | | | Pavement Index (segment) | Fair or Better |
| | | | Directional Pavement Serviceability Rating (segment) | Fair or Better |
| | | | Percent Pavement Area Failure (segment) | Average or Better |
| | Bridge | Reduce the number of structurally deficient bridges (EMPHASIS AREA) | Bridge Index (weighted average) | Good |
| | | | Bridge Index (segment) | Fair or Better |
| | | | Bridge Sufficiency Rating (segment) | Fair or Better |
| | | | Percent Deck Area on Functionally Obsolete Bridges (segment) | Average or Better |
| Improve mobility and accessibility<br>Support economic growth | Mobility | Reduce current and future congestion | Mobility Index (weighted average) | Fair or Better |
| | | | Mobility Index (segment) | Fair or Better |
| | | | Current Directional Peak Hour V/C (segment) | Fair or Better |
| | | | Future V/C (segment) | Fair or Better |
| | | Improve travel reliability in urban areas and for intrastate and interstate travel | Directional Closure Frequency (segment) | Fair or Better |
| | | | Directional Travel Time Index (segment) | Fair or Better |
| | | | Directional Planning Time Index (segment) | Fair or Better |
| | | Increase modal choice | Percent Non-SOV Trips (segment) | Fair or Better |
| | Freight | Improve travel reliability for truck commerce including oversize truck loads | Freight Index (weighted average) | Fair or Better |
| | | | Freight Index (segment) | Fair or Better |
| | | | Directional Truck Travel Time Index (segment) | Fair or Better |
| | | | Directional Truck Planning Time Index (segment) | Fair or Better |
| | | | Closure Duration (segment) | Fair or Better |
| Enhance safety and security | Safety | Reduce fatal and serious injury crashes by mitigating conditions that contribute to these crashes (EMPHASIS AREA) | Safety Index (weighted average) | Above Average |
| | | | Safety Index (segment) | Average or Better |
| | | | Percent SHSP Emphasis Area Behaviors for Fatal and Serious Injury Crashes (segment) | Average or Better |
| | | | Percent Fatal plus Serious Injury Truck Crashes (segment) | Average or Better |

## 5 Agency Discussions

Meetings were held with the following agencies to review the preliminary I-40 draft vision, goals, and objectives.

- **Kingman District:** December 9, 2014 meeting was attended by Kara Lavertue (ADOT District Development Engineer), Todd Steinberger (ADOT District Maintenance Engineer), Chris Olson (ADOT Assistant District Engineer), Heidi Yaqub (ADOT MPD Project Manager), Michele Beggs (ADOT Communications), Michael Grandy (Kimley-Horn), and David Perkins (Kimley-Horn)
- **Flagstaff District:** December 15, 2014 meeting was attended by Nate Reisner (ADOT District Development Engineer), Heidi Yaqub (ADOT MPD Project Manager), and David Perkins (Kimley-Horn)
- **Flagstaff Metropolitan Planning Organization:** December 15, 2014 meeting was attended by David Wessel (FMPO Director), Heidi Yaqub (ADOT MPD Project Manager), Michael Grandy (Kimley-Horn), and David Perkins (Kimley-Horn)
- **Western Arizona Council of Governments:** December 11, 2014 meeting was attended by Craig Raborn (WACOG Director), Heidi Yaqub (ADOT MPD Project Manager), Michael Grandy (Kimley-Horn), and David Perkins (Kimley-Horn)
- **Northern Arizona Council of Governments:** December 15, 2014 meeting was attended by Jason Kelly (NACOG Transportation Program Manager), Heidi Yaqub (ADOT MPD Project Manager), Michael Grandy (Kimley-Horn), and David Perkins (Kimley-Horn)

Input received during these meetings on the I-40 vision, goals, and objectives is summarized below.

- The I-40 vision statement was reviewed and considered appropriate by Kingman District staff.
- The Kingman District staff agreed that Pavement, Bridge, and Safety were the more important performance areas in comparison to Mobility and Freight.
- There was agreement among the Kingman District staff that the emphasis areas of Pavement, Bridge, and Safety should strive to achieve green (i.e., “good”) performance conditions as it relates to the weighted average for the corridor, and to maintain green performance if currently performing at this level.
- The I-40 vision statement was reviewed and considered appropriate by Flagstaff District staff. Industrial development plans east of Flagstaff and student housing development plans west of Flagstaff will increase commuter traffic on I-40 and may warrant additional freeway capacity in the future.
- The Flagstaff District agreed that Pavement, Bridge, and Safety were the more important performance areas in comparison to Mobility and Freight.
- There was agreement among the Flagstaff District staff that the emphasis areas of Pavement, Bridge, and Safety should strive to achieve green performance conditions as it relates to the weighted average for the corridor, and to maintain green performance if currently performing at this level.
- There was agreement by Flagstaff District staff that investments should be directed toward underperforming segments and hot spots but it was stated that maintaining high performance levels is very important and strategic.
- The I-40 vision statement was reviewed and considered appropriate by WACOG.
- WACOG staff agreed that Pavement, Bridge, and Safety were the more important performance areas in comparison to Mobility and Freight.
- There was agreement by WACOG staff that the emphasis areas of Pavement, Bridge, and Safety should strive to achieve green performance conditions as it relates to the weighted average for the corridor, and to maintain green performance if currently performing at this level.
- There was agreement by WACOG staff that investments should be directed toward underperforming segments and hot spots but it was stated that maintaining high performance levels is very important and strategic.
- While the content of the vision statement and performance objectives was not questioned by FMPO, the influence of these statements and objectives on the P2P Link process was questioned by FMPO. It was discussed that the projects developed in the I-40 Corridor Profile Study would be prioritized but that it is unknown at this time how the vision and emphasis areas would be considered when I-40 projects compete with statewide projects in the P2P programming process.
- It was suggested by FMPO that the bqAZ study should be reviewed for vision statements for all strategic corridors as opposed to a corridor-specific vision.